

44-17  
44453 (2) BLYTH

R I V E R      B L Y T H  
P O R T      H E A L T H      A U T H O R I T Y.

R E P O R T  
O F T H E  
P O R T    M E D I C A L    O F F I C E R    O F    H E A L T H  
F O R T H E Y E A R  
1 9 4 9.

A.G. NEWELL, M.D.; C.M.; L.M.; D.P.H.

Public Health Department,  
"Dinsdale,"  
Marine Terrace,  
BLYTH,  
Northumberland.



RIVER BLYTH PORT HEALTH AUTHORITY.

ANNUAL REPORT OF THE PORT MEDICAL  
OFFICER OF HEALTH FOR 1949.

"Waterloo House,"  
Waterloo Road,  
BLYTH.

7th March, 1950.

Gentlemen,

I have the honour to submit to you the Annual Report on the health administration and statistics of the River Blyth Port Health Authority for the year 1949.

Briefly, I was appointed Deputy Medical Officer in August, and commenced duty after the retirement of Dr. Newell, which took place on 31st October, 1949.

Port Health Regulations 1933 - 1945. These are being administered with the usual zeal and continued to be observed with the same efficiency as in previous years. More ships have arrived from foreign ports than in 1948, this shows a welcome tendency of expanding foreign trade.

Total number of arrivals, Coastwise and Foreign, was 4,368, compared with 4,162 in the previous year.

Infectious Diseases. There have been no cases of serious infectious disease during the year.

Finally, I should like to thank the Blyth Harbour Commission, River Pilots, Immigration Officer, and H.M. Customs Officers for their continued support and co-operation with the staff of the Port Health Authority.

I am, Gentlemen,  
Your obedient servant,

R.J.P.R. CAMPBELL, M.B., Ch.B.

Deputy Medical Officer of Health,  
River Blyth Port Health Authority.

To: The Chairman and Members  
of the Port Health Authority,  
BLYTH.



RIVER BLYTH PORT HEALTH AUTHORITY.

MEMBERS OF THE AUTHORITY.

Chairman	- Councillor H. Bell.
Vice Chairman	- Alderman H. Donnachie.

Appointed by the Blyth Borough Council.

Alderman J.R. Curry, J.P.	Councillor G.W. Barker.
Alderman H. Donnachie.	Councillor J.T. Blades.
Alderman F. Rafferty.	Councillor J.R. Kay.
Alderman J. Reilly.	Councillor F. Thompson.
Alderman A. Walton, J.P.	

Appointed by the Bedlingtonshire Urban District Council.

Councillor H. Bell.  
Councillor J.W. Pattison.  
Councillor A.H. Payne.

OFFICERS AND STAFF.

Medical Officer of Health.

A.G. NEWELL, M.D., C.M., L.M., D.P.H.	Service terminated	.. "Dinsdale"
	31st October, 1949.	BLYTH.

Deputy Medical Officer of Health.

W.I. GORDON, M.A., M.B., Ch.B.	Service terminated	.. Waterloo
	30th September, 1949.	House,
		BLYTH.

Deputy Medical Officer of Health.

R.J.P.R. CAMPBELL, M.B., Ch.B.	Appointed	.. Waterloo
	12th August, 1949.	House,
		BLYTH.

Sanitary Inspector and Executive Officer  
under Rat and Mice (Destruction) Act, 1919.  
JOHN DILKS, M.S.I.A.

Rat Catcher.  
A.F. CHAPMAN.

Junior Clerk.  
T.E. DOBSON.

Clerk to the Authority.  
W.T. HARRISON.

Deputy Clerk to the Authority.  
MISS L. OWEN.

6, Blagdon Street,  
BLYTH.

"Dinsdale"  
BLYTH.

Telegraphic Address:-  
Portelth Blyth.



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AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR 1949.

TABLE A.

VESSELS.	NUMBER.	TONNAGES.	NO. BY M.O.H.	INSPECTED BY S.I.	NUMBER REPORTED TO BE DEFECTIVE.	NO. OF VESSELS ON WHICH DEFECTS WERE REMEDIED.	NO. OF VESSELS HAVING, OR HAVING HAD INFECTIOUS DISEASE ON BOARD DURING THE VOYAGE.
<u>Foreign.</u> Steam Motor Sail Fishing	218 122 — —	218,240 24,509 — —	8 — — —	218 122 — —	7 — — —	7 — — —	Nil — — —
TOTAL	340	242,749	8	340	7	7	—
<u>Coastwise.</u> Steam Motor Sail Fishing	2,471 1,496 — 61	1,925,584 348,135 — 5,006	4 — — —	2,467 1,496 — 61	126 19 — —	126 19 — —	Nil — — —
TOTAL	4,028	2,278,725	4	4,024	145	145	—
TOTALS	4,368	2,521,474	12	4,364	152	152	Nil

Crews of vessels examined.

Coastwise.	Foreign.	Fishing.	Total.
52,496	9,060	863	62,419

CHARACTER OF TRADE OF PORT.TABLE B.(a) Passenger Traffic.

NO. OF PASSENGERS.	FIRST CLASS.	SECOND CLASS.	THIRD CLASS.	TRANS-MIGRANTS.
Inwards Nil	Nil	Nil	Nil	Nil
Outwards "	"	"	"	"

There is no regular passenger at the Port, but 54 Alien and 38 British passengers were outward bound. 91 Passengers arrived here including men on temporary shore leave.

(b) Cargo Traffic.Exports

Coal & Coke	5,590,238 tons.
General Goods	4,414 tons.

Imports

General, includes Cement, Tiles, Timber & Scrap iron	51,519 tons.
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Fish landed from local fishing boats	187 tons.
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(c) Foreign ports from which vessels arrived.

NORWAY	Bergen, Kristiansand, Egersund, Trondheim, Haugesund, Ardalstanger.
SWEDEN	Oskarshamn, Karlshamn, Halmstad, Gamleby, Gothenborg, Katka, Stockholm, Nykoping, Verkeback, Vestervik, Soderhamn, Ystad, Vestras, Mariestad, Valdermassvik, Fredrikstad.
DENMARK	Copenhagen, Aalborg, Esbjerg, Odense, Aabenraa, Nyborg.
FRANCE	Le Havre, Calais, Rouen, Brest, Dunkirk, Caen, Boulogne, Dieppe, Rochefort, Honflucraise, St. Malo, Lorient, Fecamp, Tonnay Charante.
BELGIUM	Antwerp, Ghent, Ostend, Zeebrugge.
HOLLAND	Rotterdam, Amsterdam, Ymuiden, Dordrecht, Delfyzl,
GERMANY	Hamburg, Emden, Lubeck, Flensburg, Wilhelmshaven, Kiel, Wesermunde.
FINLAND	Akus, Hamina.
FAROEES	Thorshavn.



ICELAND Reykjavik.

EIRE Cork.

Nationalities.

BRITISH	3,647
DUTCH	305
SWEDE	118
GERMAN	63
NORGE	50
FINN	37
DANISH	40
PANAMA	10
FRENCH	8
SPANISH	7
BELGIAN	6
GREEK	4
EIRE	4
COSTA RICA	2
CYPRIC	2
ICELANDIC	1
FAROES	1
POLISH	2
FISHING VESSELS (BRIT).	61

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4,368

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MEDICAL INSPECTION OF ALIENS.

	Total.	Number Inspected by the Medical Inspector.	Number subjected to detailed examination by the Medical Inspector.
(a) Total number of aliens landing at the Port	11 8 (Brit)	4	4
(b) Aliens refused permission to land by Immigration Officer.	4	-	-
(c) Trans- migrants	-	-	-
TOTAL ALIENS ARRIVING AT THE PORT.	23	4	4

### Certificates Issued.

1. Lunatic, Idiot, or M.D. ...	2. ...	5. Suffering from acute infectious disease ...	Nil
2. Undesirable for Medical reasons ...	Nil.	6. Landing necessary for adequate medical examination ...	Nil
3. Transmigrants ...	Nil.		
4. Physically incapacitated ...	Nil.		

Total number of vessels carrying Alien passengers 52.

Number of vessels dealt with by the Medical Inspector 3.

S.S. Birto. (Dane) 22 of crew were medically examined before sailing for Greenland.

### SOURCE OF WATER SUPPLY.

(a) The Port is supplied by the Newcastle and Gateshead Water Company on the south side of the river, and the Tynemouth Water Company on the north side.

(b) Ships are supplied from the mains, which are laid along the loading, and most of the waiting berths. Ample provision is now made for supply at practically every part of the harbour with the exception of several jetties, but these are reached by water boat. The Dry Docks and Shipbuilding Company supply ships with fresh water during their stay in the Docks for repairs.

(c) One water boat is in commission, and this is the property of the Blyth Harbour Commission, it is examined periodically especially when in the Dry Docks for overhaul. The tanks are frequently cleansed and kept in a hygienic condition.

At one period during the prolonged spell of dry weather, it was necessary to exercise care in the supply to ships as the Tynemouth Water Company had to cut off the water occasionally owing to their reduced supply.

### PORT HEALTH REGULATIONS, 1933 & 1945.

(1) The arrangements in force at present for the dealing with Declarations of Health are as follows:- The pilots, who have consented to co-operate in the Regulations are supplied with Forms P.S.1 and issue these to the Masters of Foreign Ships. The Master on completion, hands the form of Declaration to the Customs Officer or a member of the staff of the Port Health Authority. If anyone from the staff of the Port Health Authority boards the ship prior to the Customs Officer, he collects the Form P.S.1. and leaves Form P.S.2 thus showing that there is no medical reason for withholding pratique. This, of course, is when the Declaration requires no medical inspection.

This method has so far been satisfactory and the understanding between the Pilots, Customs Officers, and Members of the Health Authority's staff is efficient.



(2) Vessels are boarded on arrival by the Medical Officer or Sanitary Inspector, at their respective berths. H.M. Customs Officers are always on duty and board all foreign ships in the course of their duties. No person is allowed to disembark from a foreign ship until it has been declared free by either the Customs Officer or the Medical Officer.

(3) Notification to the Health Authority is now sent direct to the registered telegraphic address - 'PORTELTH', Blyth, if any vessel should require special attention. Wireless messages are received at the Cullercoats Station which is situated about seven miles south of Blyth. These in turn are passed through the G.P.O. and sent to the above address. Flamborough is the nearest land signal station. Shipping agents sometimes receive wireless messages and, if in relation to health, they are passed on to the Medical Officer. The Pilots, Customs, etc., hand in any information required as stated by the Port Health Regulation.

(4) Mooring stations under Article 10 - (a) Should any ship on arrival be suspected as having infectious disease on board, such ship would be berthed at the inspection jetty, pending medical examination. This has been the arrangement previously and found suitable. If after medical examination the ship was found to be infectious it would be sent to the Quarantine Jetty which is situated on the north side of the river and cannot be approached unless by boat. The harbour master has consented to make an emergency berth at any part of the river should the circumstances demand such action, to be known as a 'designated' mooring station under these Regulations. (b) There is no mooring berth outside the docks. The situation of the river does not allow the berthing of vessels outside the harbour.

(5) Standing exemptions have been arranged with the consent of all concerned that all ships except those with evidence or suspicion of infection from Plague, Cholera, Yellow Fever, Smallpox or Typhus Fever, may proceed to their berths.

Each or any such berth may become 'designated' mooring station if the circumstances so require. It is understood, of course, that any such exempted shall be dealt with at the earliest possible moment by your staff, according to the conditions obtained on board.

(6) When a ship arrives from a foreign port, no one is supposed to leave or board the ship other than the Pilot, Customs Officers, or the Medical Officer or his staff, until it has been declared free from control as required by the Regulations. The various officers as mentioned herewith, are complying strictly with Part I, Section 16, and so far it can be stated that compliance with this part of the Regulations has been adhered to.

(7) (a) Premises and Waiting Rooms for Medical examinations - There are no special premises or waiting rooms for medical examinations. Any work under this section has to be carried out on the ship and occasionally at the Port Medical Officer's Office.



(b) The cleansing or disinfection of ships is carried out at their respective berths, or when they are in Dry Dock. In case of infectious disease, disinfection of crews quarters, etc., is usually done with Formalin or SO<sub>2</sub>. There is no cleansing station or other arrangements for the cleansing of persons. The erection of such station is still in abeyance. When patients are removed to Hospital their clothes, bedding, etc., are removed also and disinfected at the Infectious Diseases Hospital.

(c) There are no premises or temporary accommodation for persons ashore at the Port of Blyth.

(d) The Port Health Authority have an arrangement with the Walkergate Infectious Diseases Hospital, Newcastle-upon-Tyne, for the reception of patients as indicated in these Regulations.

(e) Ambulance Transport - The Port Health Authority use the Motor Ambulance provided by the Hospital Authority. Arrangements for removal are made by Telephone, and this is carried out in a reasonable time after notification.

(f) Supervision of Contacts - Any person or persons leaving a ship will as required by these Regulations, give his name and address to the Medical Officer of the Port where disembarkation takes place. Should any person or persons change their address within fourteen days notification of such change must be made to the Medical Officer after disembarkation takes place. Special post cards (P.S.3) have been printed with the name and address of the Authority thereon, also some of the requirements of the Regulations. A reply card is also attached to this, thus simplifying matters and rendering information readily where contacts are concerned.

(8) Bacteriological examinations of rats are carried out at the Public Health Laboratory, Newcastle General Hospital, Westgate Road, Newcastle upon Tyne, and the result of such examinations are known at fairly short notice - the Port being approximately 15 miles from the Laboratory. Specimens are sent when rats are recovered after every fumigation, also when trapping takes place, any suspicious rat is also sent for examination.

(9) Bacteriological examinations such as swabs or blood tests are carried out as required at the Public Health Laboratory, Newcastle General Hospital, Westgate Road, Newcastle upon Tyne.

(10) Merchant seamen are informed from time to time concerning facilities for the treatment of Venereal Disease. Leaflets are left on board vessels during the regular inspection of crews accommodation. Form V.14. revised issued by the Ministry of Health 1943, gives the various Ports (British) for the treatment of the Disease. Times and location, North Shields, or the General Hospital, Westgate Road, Newcastle upon Tyne. The N.C.C. have a clinic in Stanley Street, Blyth. This centre is opened twice weekly, Mondays and Fridays, 3.0 p.m. - 6.0 p.m.



(11) Arrangements for the interment of the dead - When dead bodies are recovered from the river or a ship they are placed in the Port Health Mortuary. This building is kept and maintained by the Port Health Authority and is now out of date and in need of replacement. Where bodies are not identified they are buried by the Local Authority who claim any expenses incurred therein from the County Council.

(12) Other matters, if any, requiring or receiving attention.

VESSELS ARRIVING FROM INFECTED OR SUSPECTED PORTS.

The following table gives the number of vessels boarded in Blyth by the officers of the Port Health Authority on account of them coming directly or indirectly from foreign ports, infected or suspected of being infected with Cholera, Plague, Yellow Fever or Typhus Fever.

Date 1949.	From Infected Ports to Blyth.		From Suspected Ports to Blyth.		TOTAL.
	Direct.	Indirect.	Direct.	Indirect.	
January	-	-	-	3	3
February	-	-	-	2	2
March	-	-	-	8	8
April	-	-	-	3	3
May	-	1	-	2	3
June	-	-	-	3	3
July	-	-	-	3	3
August	-	-	-	2	2
September	-	-	-	4	4
October	-	1	-	2	3
November	-	1	-	1	2
December	-	-	-	3	3
TOTAL	-	3	-	36	39

TABLE C.CASES OF INFECTIOUS SICKNESS LANDED FROM VESSELS.

Disease.	No. of cases during the year.		No. of vessels concerned.	Average No. of cases for previous 5 years.
	Passengers.	Crew.		
Diphtheria	Nil	Nil	Nil	0.01
Measles	Nil	Nil	Nil	0.04
Ludwig Angina	Nil	Nil	Nil	0.02
Typhoid	Nil	Nil	Nil	0.08

TABLE D.CASES OF INFECTIOUS SICKNESS OCCURRING ON VESSELS DURING THE VOYAGE BUT DISPOSED OF PRIOR TO ARRIVAL.

Disease.	No. of cases during the year.		No. of vessels concerned.	Average No. of cases for previous 5 years.
	Passengers.	Crew.		
Nil.	Nil.	Nil.	Nil.	Nil.

OTHER SICKNESS.9.1.49. S.S. Fishersvic. (British).

Reported on arrival that the Master was suffering from a sore throat. He was later examined and found to have laryngitis. He received treatment in the Port.

19.2.49. S.S. Vilka. (British).

The wireless operator was found to be suffering from Influenza on arrival. He received medical treatment during the vessel's stay in Port.

11.3.49. M.V. Suriname. (Dutch).

A sailor reported sick on arrival and was later diagnosed as suffering from Influenza. He was given treatment in the Port.

10.5.49. S.S. Capitaine Jean Dolo. (French).

On arrival from London, one of the crew, a cleaner, was reported drowned at sea. The body had been recovered, and was examined by Dr. Steele. It was later found to be a case of suicide.

11.5.49. S.S. Thomis. (Norwegian).

The Master reported a fireman suffering from mental depression. He was later examined and removed to Preston Hospital, North Shields, for treatment.



7.8.49. S.S. Lilleborg. (Dane).

On arrival from Antwerp, a Sailor and Fireman were reported sick, and on examination were found to be suffering from Bronchitis and Influenza respectively. They received appropriate treatment during the vessel's stay in Port.

3.9.49. S.S. Craiglas. (British).

On arrival from Tyne a sailor was found to be suffering from Influenza. He received treatment during his stay in Port.

6.12.49. S.S. Carbonia. (Swede).

A Sailor was reported sick on arrival from Hartlepool. He was later examined and found to be suffering from Pleurisy. He was later removed to Hospital for further treatment.

7.12.49. S.S. Mars. (Norge).

After arrival of this vessel from Bergen the Master was examined and was diagnosed as suffering from acute mental depression. He was later removed to Preston Hospital, North Shields, for treatment.

16.12.49. S.S. Vigsnes. (Norge).

When this vessel arrived from Bergen, a fireman was reported sick. He was medically examined soon after arrival and found to have some kidney trouble. He received treatment on board and his condition greatly improved before sailing.

25.12.49. S.S. Bifrost. (Swede).

On arrival from Le Havre the Chief Officer was found to have a sore throat. This was later diagnosed as Tonsillitis, and he received medical attention on board. He was practically recovered before sailing.

#### MEASURES AGAINST RODENTS.

##### 1. Steps taken for detection of Rodent Plague -

(a) In ships in Port - On arrival at the port vessels are examined and if there is any evidence of rats notice is at once served on the Master. The Port Health Authority have their own official Rat Catcher who is engaged when the occasion arises. Particular attention is paid to vessels arriving either directly or indirectly from infected or suspected ports. During the year rats have been sent to the Public Health Laboratory, Newcastle General Hospital, Westgate Road, Newcastle upon Tyne, for evidence of Plague, but in no case was the result positive.

(b) On Quays, Wharves, Warehouses, etc., in the vicinity of the port - Poison baits are laid regularly along the river banks, and around the docks, warehouses, dry docks, and the ship breaking yard. Every firm on the river are requested to co-operate in the destruction of these pests. The results appear satisfactory, and rats are kept down to a minimum. These firms laid poison baits regularly in an effort to keep their premises free from rat infestation.

2. Measures taken to prevent the passage of rats between ships and the shore - Rat guards are kept by the Port Health Authority for use when required. Rat guards are used during the fumigation and are kept attached to the mooring ropes till the vessels are ready for sea. Special attention is given to gangways, ladders, etc.

3. Methods of deratization -

(a) SHIPS: Fumigation - this is done by either Sulphur Dioxide or Hydrogen Cyanide. The former is that of burning sulphur in specially constructed pails and sealing the compartments down for a period of six to eight hours. The standard requirements for international purposes is 3 lbs. of sulphur per 1,000 cubic feet of space, and only sulphur of good quality is used. Care is exercised to see that the proper capacity of compartments is correctly measured. The work is carried out by private firms, all established on Tyneside. The now most popular method is by Hydrogen Cyanide. This is done only by skilled operators, who do most of the ships in northern ports. The standard for International purposes is 2 ozs. per 1,000 cubic feet for holds, cargo spaces, etc. More intense concentrations are used from time to time, when infestation is somewhat marked. Observations have proved that the gas has a deadly effect on Cockroaches, Bugs, Fleas, etc.

When vessels are undergoing fumigation every precaution is taken, such as posting of notices over the ship's side, also the fencing off of the gangways to render the process as free as possible from accident. The minimum period for exposure for this gas is two hours; generally four to six in practice, and this effects a considerable saving of time compared with the older method of Sulphur Dioxide.

Trapping - It was found necessary to carry out occasional trapping during the year, and while it can be useful in clearing rats from single compartments the method is not generally adopted where there are indications elsewhere. It is now recognised that fumigation especially for International Sanitary Convention Certificates, is the more satisfactory and efficient method for the destruction of rats.

Poisons - Poison baits are sometimes put down on vessels where there are only slight traces of rats. It is also a convenient way of dealing with vessels which are laid up or where the vessels are having a short stay in port.



4. Measures taken for detection of rats prevalent on ships or on shore - Daily inspections are carried out and vessels searched when necessary by the Health Inspector and Rat Catcher. Special attention is given to foreign arrivals, also those from infected or suspected ports. Old vessels where rat harbourage is more evident, are closely watched and searched. Shore premises are also inspected regularly, and advice given to private owners on methods of rat destruction.

5. Rat Proofing -

(a) The docks, wharves, and warehouses, are not of recent construction and cannot be said to be rat proof. As there is no importation of foodstuffs no facilities are offered for the feeding of rats and the various places are fairly free from rodents.

(b) Advice is given to the Masters of vessels and occupiers of premises as to the best methods of making ships and premises rat-proof.

NUMBER OF RATS DESTROYED DURING THE YEAR.

(1) On Vessels.

TABLE E.

Number of	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
Black Rats	5	4	12	-	4	3	-	5	-	12	-	-
Brown Rats	-	-	-	-	-	-	-	-	-	-	-	-
Species not recorded	-	-	-	-	-	-	-	-	-	-	-	-
Vessels examined	5	-	12	-	4	3	-	5	-	12	-	-
Vessels infected with plague	-	-	-	-	-	-	-	-	-	-	-	-

TOTAL BLACK RATS 41

(2) On Docks, Quays, Wharves and Warehouses. TABLE F.

Number of	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
Black Rats	-	-	-	-	-	-	-	-	-	-	-	-
Brown Rats	-	2	10	5	7	8	8	12	5	8	7	5
Species not recorded	-	-	-	-	-	-	-	-	-	-	-	-
Vessels examined	-	2	10	5	7	8	8	12	5	8	7	5
Vessels infected with plague	-	-	-	-	-	-	-	-	-	-	-	-

TOTAL BROWN RATS 77

TABLE G.

Particulars relating to Plague "infected" or "suspected" vessels arriving in port during the year 1949 -

Name of Vessel.	Date of arrival.	Whether infected or suspected.	Methods of rat destruction employed.	No. of dead rats recovered.	Whether Certificate of Deratisation was issued.	Remarks.
Nil	Nil	Nil	Nil	Nil	Nil	Nil

POISON BAITs LAID ON DOCKs, QUAYs, WHARVES AND WAREHOUSEs DURING THE YEAR.

JAN.	FEB.	MAR.	APR.	MAY.	JUN.	JUL.	AUG.	SEP.	OCT.	NOV.	DEC.	TOTAL.
50	50	35	85	70	40	90	110	40	75	80	90	815

Port Health Regulations 1933 and 1945.

Charges for Deratisation Certificates and Deratisation Exemption Certificates.

Circular 98/49. Ministry of Health.

The Minister, after consultation with the Association of Sea and Air Port Health Authorities of the British Isles and the Chamber of Shipping of the United Kingdom, has decided that increased cost of administration justifies a revision of the fees and he has accordingly determined that, as from 1st January, 1950, the fee payable to Authorities for each Certificate issued by them shall be in accordance with the following scale :-

Ships up to 300 tons	16.	0.
" from 301 to 1,000 tons	1.	12. 0.
" "1,001 " 3,000 tons	3.	3. 0.
" "3,001 "10,000 tons	4.	15. 0.
" over 10,000 tons	6.	6. 0.



TABLE H.

DERATISATION CERTIFICATES & DERATISATION EXEMPTION  
CERTIFICATES ISSUED DURING THE YEAR.

Net Tonnage.	No. of Ships,	No. of Deratisation Certificates issued				No. of Deratis- ation Exemption Certif- icates issued.	Total Certif- icates issued.
		After fumig- ation with. HCN Sul- phur	HCN & Sul- phur	After trapping poison- ing, etc.	Total.		
Ships up to 300 tons	19	-	-	-	-	19	19
" " 301 to 1,000 tons	29	-	-	-	-	29	29
" " 1,001 to 3,000 tons	12	-	-	-	-	12	12
" " 3,001 to 10,000 tons	6	1	-	-	1	5	6
" above 10,000 tons	-	-	-	-	-	-	-
TOTAL	66	1	-	-	1	65	66

DERATISATION AND DERATISATION EXEMPTION CERTIFICATES.

Under the International Sanitary Convention of Paris 1926, the following certificates were issued during the year 1949.

DATE.	NAME OF VESSEL.	NATIONALITY.
6. 1.49.	Brookside.	British
10. 1.49.	Balmoral Queen.	British
"	Deed. (D)	British
17. 1.49.	M.V. Friargate.	British
29. 1.49.	M.V. Markelo.	British
1. 2.49.	Fermain.	British
10. 2.49.	Dagmar Bratt.	Swede.
11. 3.49.	Lord Gladstone.	British
16. 3.49.	Sports. (Trapping)	British
22. 3.49.	Coquetside.	British
23. 3.49.	M.V. Zeehond.	Dutch.
25. 3.49.	M.V. Dominance.	British
4. 4.49.	The Earl.	British
11. 4.49.	Tudor Queen.	British
12. 4.49.	Celtic Queen.	British
22. 4.49.	M.V. Norwich Trader.	British
9. 5.49.	Elkanah Crowell.	British
10. 5.49.	Sussex Ash.	British
11. 5.49.	Moorwood.	British
14. 5.49.	Fenja.	British
17. 5.49.	Queensland.	British
18. 5.49.	Afon Morlais.	British
21. 5.49.	Laben Howes.	British
27. 5.49.	M.V. Oud Beyerland.	Dutch.
15. 6.49.	M.V. Goldfaun.	British
17. 6.49.	Lord Church.	British
17. 6.49.	Vila Do Porto M.V.	Portuguese.
21. 6.49.	Selskar.	British
28. 6.49.	Tanar.	Turkish.
30. 6.49.	M.V. Uni -K.	Dutch.
4. 7.49.	Lightfoot.	British
11. 7.49.	The Baron.	British
19. 7.49.	T Dashwood.	British
21. 7.49.	Foreland.	British
22. 7.49.	M.V. Lochee.	British
22. 7.49.	Balmoral Queen.	British
29. 7.49.	Highland Queen.	British
8. 8.49.	M.V. Apricity.	British
16. 8.49.	Bauta.	Norge.
17. 8.49.	Windsor Queen.	British
18. 8.49.	M.V. Moray Firth.	British
23. 8.49.	Ottinge.	British
1. 9.49.	Alstern.	Swede.
2. 9.49.	M.V. Camroux 11.	British
8. 9.49.	Sports.	British
13. 9.49.	Santiago.	Panama.



DATE.	NAME OF VESSEL.	NATIONALITY.
23. 9.49.	M.V. Camroux 1.	British
26. 9.49.	Ioannis Chandris.	Greek.
3.10.49.	Penrith Castle.	British
4.10.49.	M.V. Hoendies.	Dutch.
12.10.49.	Souliotis.	Greek.
13.10.49.	Vilhelm Forkildsen.	Norge.
17.10.49.	M.V. Elbing IV.	German.
18.10.49.	Celtic Queen.	British
2.11.49.	M.V. Wilja.	Dutch.
5.11.49.	M.V. Crescence.	British.
10.11.49.	Tudor Queen.	British
11.11.49.	M.V. Hoogeland.	Dutch.
22.11.49.	M.V. Goldnind.	British
30.11.49.	Tylon.	Swede.
1.12.49.	Spero.	British
2.12.49.	M.V. Dinkel.	Dutch.
7.12.49.	Queensland.	British
13.12.49.	Yewvalley.	British
13.12.49.	Roman Queen.	British
13.12.49.	Springtide.	British
23.12.49.	M.V. Orichtoun.	British
(D) Deratisation Certificate.		

### HYGIENE OF CREW'S SPACES.

#### Classification of Nuisances.

TABLE J.

Nationality of vessel.	Number inspected during 1949.	Defects of original construction.	Structural defects through wear and tear.	Dirt, Vermin and other conditions prejudicial to health.
British	3,704	2	73	70
Other Nations	660	-	3	4

NUMBER OF VESSELS FOUND HAVING SANITARY OR STRUCTURAL DEFECTS.

	Structural Defects.		Sanitary Defects.		TOTAL.
	Foreign.	Coastwise.	Foreign.	Coastwise.	
British Steam	-	65	2	59	126
" Motor	-	10	-	9	19
" Sail	-	-	-	-	-
Foreign Steam	-	3	-	4	7
" Motor	-	-	-	-	-
" Sail	-	-	-	-	-
TOTAL	-	78	2	72	152

Defects - Year ended 31st December, 1949.

Forecastles to clean and paint	-	14
" " repair	-	9
69 Port lights leaking	-	21
Port Lights to rerubber	-	1
Galleys to repair	-	22
Bogies to renew	-	10
Radiators to repair	-	12
Skylights to repair	-	3
Fresh water tanks to clean out	-	5
New Sanitary tanks to fix	-	3
Refrigerators to repair	-	4
Bathrooms to repair	-	4
Officers rooms to repair	-	3
New Bunks to fix	-	1
Pantrys to clean out	-	2
Mess Rooms to paint out	-	2
Mess Rooms leaking	-	2
Lavatory basins to renew	-	4
Waste pipes to clean out	-	2
Ventilators to repair	-	1
Food lockers to repair	-	1
Hawse pipe leaking into forecastle	-	1
Sanitary pipe to clear	-	1
W.C.'s to renew	-	7
W.C.'s flushed on to quay	-	17

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6 Vessels were dealt with for Cockroach Bug infestation, some were fumigated and others sprayed with DDT preparations. Many vessels carry insecticides and use them as occasion demands. This practice is highly commendable as infestation can be dealt with in the early stage and will probably prevent a major invasion of these troublesome pests.

1 Vessel was disinfected after noxious smells were found in the mates and stewards' accommodation.



## VESSELS BOARDED BY THE MEDICAL OFFICER OF HEALTH, ETC.

The following table gives a list of vessels boarded during the year by the Medical Officer or Sanitary Inspector on account of disease on board during the voyage, at time of arrival, or whilst in Fort.

Date.	Name of Vessel.	Nationality.	Where from.	Rating.	Sickness.	Remarks.
7. 1.49.	Rabenhaupt	Dutch	Boness	Sailor	Skin trouble	To see Dr.
9. 1.49.	Fishersvic	British	Inverness	Captain	Laryngitis	P.T.
11. 1.49.	Belgien	Danish	Brest	2 Sailors	V.D.	P.T.
28. 1.49.	Maria Gorthen	Suede	London	Sailor	V.D.	P.T.
31. 1.49.	Crackshot	British	London	Sailor	V.D.	P.T.
4. 2.49.	Deneb m.v.	Dutch	Middlesbro.	Sailor	Fractured arm	P.T.
15. 2.49.	Sports	British	Methil	Sailor	Skin trouble	Removed to Preston Hosp.
19. 2.49.	Wilk	British	London	Wireless Operator	Influenza	P.T.
4. 3.49.	Achuri	Spanish	Tyne	Fireman	Accident	P.T.
11. 3.49.	Dalewood	British	Rouen	Fireman	Accident	P.T.
11. 3.49.	Suriname	Dutch	Middlesbro.	Sailor	Influenza	Receiving medical treatment.
17. 3.49.	Maud Thordon	Finn	Hull	Sailor	V.D.	Treatment at Hull.
18. 3.49.	Don	Norge	Middlesbro.	Sailor	Heart trouble	Medical treatment.
22. 3.49.	Rudolf	Suede	Rouen	2 Sailors	V.D.	Treatment at Blyth.
3. 4.49.	I.P. Suhr	Danish	Lorient	2 Sailors	V.D.	P.T.
14. 4.49.	Burnhope	British	Rieme	Fireman	Accident	To get medical attention.
15. 4.49.	Aksi	British	Goole	O.Seaman	Appendicitis	To see Dr.
27. 4.49.	Wm. Barendsz	Dutch	Tyne	Sailor	Accident to hand	P.T.
1. 5.49.	Carbonia	Suede	Tyne	Mate	Accident to foot	P.T.
10. 5.49.	Capitaine - Jean Dolo	French	Dagenham	Cleaner	Drowned V.D.	P.T.
11. 5.49.	Themis	Norge	Boness	Fireman	Neurasthenia	Removed to Preston Hosp.
12. 5.49.	Carcrest	British	London	Mess Boy	Scalds	To see Dr.

Date.	Name of Vessel.	Nationality.	Where from.	Rating.	Sickness.	Remarks.
11. 6.49.	Plato	Swede	Kotka	Engineer	Accident to hand	To see Dr.
19. 6.49.	Selskar	British	London	Fireman	Hernia	To see Dr.
29. 6.49.	Orvar	Swede	Middlesbro.	Engineer	V.D.	Treatment at Clinic.
28. 7.49.	Orien	Danish	Dordrecht	Fireman	Lumbago	P.T.
7. 8.49.	Lilleborg	Danish	Antwerp	Fireman	Influenza	P.T.
10. 8.49.	Helcn Fairway	British	Hull	Sailor	Bronchitis	P.T.
2. 9.49.	Foreland	British	London	2nd Engineer	Catarrh	P.T.
3. 9.49.	Craiglas	British	Tyne	Sailor	Accident	Treatment at Hospital.
29. 9.49.	Daniel M.	British	London	2 Sailors	Influenza	P.T.
30. 9.49.	Aina Maria	Finnish	Barry	Sailor	V.D.	Treatment at Clinic.
3.10.49.	Nurminen	Swede	London	Sailor	Accident	Treatment at Clinic.
3.10.49.	Methan	German	Rotterdam	Deck Boy	Ear trouble	Removed to Hospital.
3.10.49.	M.V. Joma	Dutch	Emden	Steward	Stomach trouble	Treatment in Blyth.
7.10.49.	Helge	Swede	London	2nd Engineer	Tonsillitis	Treatment in Blyth.
7.10.49.	Heros	Swede	London	Sailor	V.D.	Treatment at Clinic.
27.10.49.	Gasella	German	London	Captain	Rheumatism	Treatment at Clinic.
7.11.49.	Oldenborg	British	London	Sailor	Bladder trouble	Treatment in Blyth.
24.11.49.	W.T.H. Malling	Dane	Aabenraa	Sailor	V.D.	Treatment in Blyth.
25.11.49.	Ringas	Norge	Aadalanger	Sailor	V.D.	Treatment in Blyth.
26.11.49.	Gun	Norge	Tyne	Captain	Bronchial Catarrh	Treatment in Blyth.



Date	Name of Vessel	Nationality	Where from	Rating	Sickness	Remarks
28.11.49.	Skansseodde	Dene	Rotterdam	2 Sailors	V.D.	Treatment at Clinic.
6.12.49.	Carbonia	Swede	Hartlepool	Sailor	Pleurisy	Removed to Hospital.
7.12.49.	Mars	Norge	Bergen	Captain	Mental Depression	Removed to Preston Hosp.
16.12.49.	Vignes	Norge	Bergen	Fireman	Nephritis	Treatment on ship.
25.12.49.	Bifrost	Swede	Havre	Mate Sailor	Tonsillitis V.D.	Treatment in Blyth.

PARROTS (PROHIBITION) REGULATIONS, 1930.

There has been no importation of parrots or birds of similar species as defined in the Order. On several occasions love birds have been found on board, these being kept as domestic pets. The necessary forms have been served from time to time, prohibiting the removal of such birds during the vessels stay in port when awaiting cargo.

FOOD INSPECTION.

There is no importation of food or grain at the Port, and consequently no action was taken under the following Acts or Regulations.

- Food & Drugs Act, 1938.
- Public Health Regulations, 1924 - 1928.
- Food & Drugs (Wholesale Regulations, 1949.
- Public Health (Imported Food) Regulations, 1937 - 1948.

PUBLIC HEALTH (SHELLFISH) REGULATIONS, 1934.

ORDER MADE BY THE RIVER BLYTH PORT HEALTH AUTHORITY.

IN PURSUANCE of the powers conferred on them by the Public Health (SHELLFISH) Regulations, 1934, the River Blyth Port Health Authority hereby make the following Order:-

1. In this Order "prescribed area" means:-

The area of the River Blyth lying between the High Water marks on either side of the river and extending from the mouth of the river to a point where the Railway Bridge of the London and North Eastern Railway crosses the river.

2. A person shall not sell, or expose or distribute or offer for sale or have in his possession for the purpose of sale for human consumption any shellfish, mussels, periwinkles, or cockles taken from within the prescribed area, unless such shellfish, mussels, periwinkles or cockles have been -

- (i) subjected to a satisfactory process of cleansing at an establishment which is for the time being approved by the Minister of Health for the purpose, or
- (ii) relaid in pure water for such period and in such places as may from time to time be approved for the purpose by the said Authority; or
- (iii) subjected to a process of sterilisation by steam under pressure for at least six minutes in an apparatus which is for the time being approved by the said Authority.

3. The Order made by the said Authority under the Public Health (SHELLFISH) Regulations, 1915, on the 14th day of March, 1929, is hereby revoked.

4. This Order came into operation on the eleventh day of September, 1947.







